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## SECURITY INFORMATION

REPORT NO. [REDACTED]

**COUNTRY** Czechoslovakia  
**SUBJECT** The Svazarm Air Club

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 REPORT NO.

**DATE OF INFORMATION**

THIS IS UNEVALUATED INFORMATION

1. The Doslet Club, renamed the Svazarm Air Club, was known as the Aero Club up to the year 1951. The Club was operated by a special staff of professional fliers, aeronautical specialists, and members of the Air Force, paratroopers, and Army. The Doslet Club was undergoing a complete reorganization in the Winter of 1952 and 1953. It was to be renamed "Union for Cooperation with the Military Forces" (Svaz pro spolupraci s armadou-Svazarm), supervised and sponsored by the military forces, and staffed by professional civilian fliers.
2. Svazarm was under political pressure to entice those who were 18 years old or over to join the club. Posters were placed in factories, public offices, and airline offices to aid in recruiting personnel for various clubs of the Svazarm. The motto of the recruiting drive was "Peace Movement Against War" (Mirovy boj proti valce). The various clubs of the Svazarm (disguised as sport clubs) were to be absorbed into the various services in the event of war. New members had a choice of the following clubs:
- a. Aviation Branch (Letecky odbor) - included gliders, light planes, aircraft engines, paratroopers, and model planes.

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- b. Amateur Radio Operators
- c. Carrier Pigeons
- d. Dog Trainers
- e. Motors (motorcycles and automobiles)

50X1 [ ] no information on prerequisites or qualifications for the new Svazarm but assumed that they were the same as the former Doslet Club and that its members were to include both men and women. 50X1

3.

- a. Clearance (flying capabilities) from the Ministry of Transport. (A diploma from the Pilot Transport School was acceptable.)
- b. Navigation examination(theoretical and practical)
- c. Meteorology examination
- d. Engine and air frame examination
- e. Test on flying regulations
- f. Test on theory of flight
- g. Practical flight check - (Captain (fnu) SIMACEK - AF, of Prague - Ruzyně, was in charge of flight checks for potential Doslet flying instructors.)
- h. Flight instrument check
- i. Aerodynamics

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4. The Doslet Club consisted of four groups:

- a. Model building and flying - men and women from the age of eight to middle age.
- b. Glider pilots - men and women between the ages of 16 and 40 flying free gliders.
- c. Pilots for light aircraft - [Same as "b" above.]
- d. Paratroopers - men and women 18 years old or over. Club included some former Czechoslovak paratroopers.

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5. Students (male and female) received pilot training at the various military-civilian and civilian airfields. Qualified pilot instructors (military and civilian) taught the Doslet pilot trainees. Trainees received textbooks on the various subjects and were required to do homework. Individual advancement depended largely on home studies. The subjects offered were as follows:

- a. Meteorology
- b. Navigation (theoretical and practical)
- c. Flying regulations
- d. Flight instruments
- e. Theory of flight
- f. Air frame and engines

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Training consisted of a total of approximately 40 hours flying time of which 15 hours were dual. Meetings were held infrequently and at these meetings, the subjects of the course were discussed with the instructors. Flying was done Saturdays, Sundays, and holidays. Flying was often cancelled due to frequent re-organizations and also when pilots of the club escaped to the West. During the [redacted] flying training practically ceased. Upon successfully completing the pilots' school, the graduates received a certificate from the Ministry of Transport.

6. The aircraft used by this club were the Bucker C-106, Bucker C-104, Piper Cub, Zlin 22, Zlin 26, and the Sokol. These aircraft were stored at the various military-civilian and civilian airfields. Light maintenance was performed by Doslet pilots but all major maintenance was performed by qualified mechanics from Prague who were members of this organization.

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7. [redacted] the prerequisites and qualifications for membership or the courses of the Paratroopers Sport Club [redacted] that the members of this club were given basic military paratroop training on training towers. This training was performed on Saturdays, Sundays, and holidays. On weekends and holidays, Czechoslovak Airline Doslet pilots received orders to fly CSA DC-3's, to the following airfields to pick up Doslet Paratroop Club Members: Most, Olomouc, Prague-Ruzyně, Melnik, Bratislava, Kosice, Poprad-Tatry, Prague-Modrany, Zvolen-Sliac, Zilina, Brno, and Ostrava. The military-civilian and civilian airfields were used because they could accommodate DC-3 aircraft. Twenty paratroopers were loaded in one DC-3 and were dropped from an altitude of 300 to 500 m. Prior to the jump, the paratroopers hooked their chutes to the static line. Accordingly, paratroopers were rarely afraid to jump and once qualified, were not forced to jump. [redacted] what action was taken in the event a qualified jumper refused or failed to jump. Upon completion of the jump, each trooper was required to fold and pack his own chute. Missions of this sort were flown weekly by the CSA Doslet pilots and at times, it would be necessary for a pilot to pick up the paratroopers from as many as three airfields in one day.

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8. Not all Doslet paratroopers wore uniforms. Uniformed Doslet paratroopers wore the same green uniform and shoes worn by the regular Czechoslovak Paratroopers. Those not in uniform wore civilian clothing. Two types of military parachutes were utilized; the square type and the round type of canopies of Czechoslovak and Soviet origin. Some of the canopies were white while others were camouflaged. All troopers wore two chutes; the back pack type and the chest pack which was the emergency chute. 50X1
9. Four millimeter air guns were used for marksmanship but [ ] not know where the firing ranges were located.
10. In addition to the one CSA DC-3 type aircraft made available to the club by the Czechoslovak Airline, one SNB (Sbor narodni bezpecnosti - National Security Corps) Junker-52 was also made available to the club. This Junker-52 was based at Prague-Ruzyně, and was piloted by an SNB pilot and carried from 10 to 14 paratroopers. 50X1
11. Contests for paratroopers were sometimes staged - the last [ ] was at Zvolen-Sliac. The contests were based on accuracy of landing and delayed jumps. 50X1
12. [ ] the qualifications for the Glider Sport Club. However, the glider pilot trainees ranged from 16 to 40 years of age, and were both men and women. These trainees received training in the following subjects:
- a. Meteorology
  - b. Air currents and cloud formations
  - c. Flying regulations
  - d. Flight instruments
  - e. Navigation
  - f. Theory of flight
  - g. Air frames
  - h. Aerodynamics
13. All the Czechoslovak military-civilian and civilian airfields were available for this glider training which was broken down to three phases:
- a. First phase: [ ] the length of this phase but it was to familiarize the glider pilot with the actions of the glider and the approach to landing. All training was solo and the motive power for the glider was provided by personnel stretching a strong rubber band attached to the glider to a predetermined point, at which point, the pilot released the glider. The Krajenek and Grunau - Baby (Czechoslovak origin) gliders were used.
  - b. Second phase: This phase was a little more advanced than the first phase and further familiarized the trainee with the characteristics of the glider. Basically, the gliders (Galawka's, Sohaj-125's, Sohaj-25's, Olympia's and Veihe's) were towed to a height of 10 meters and released. This was a solo phase as well. [ ] know the number of hours devoted to this phase. 50X1

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c. Third phase: This was a dual phase of training in which the student and an instructor were towed in a dual-controlled glider by a light aircraft to an altitude of 300 to 500 m. and released. The Czechoslovak Kmotr and Pionir and the German Jerab gliders were used. The Fisher Storchor Bucker C-104 Doslet aircraft, piloted by Doslet pilots, were used for towing purposes. As in the other Doslet training courses, all training was done on weekends and holidays. After 10 to 15 glider runs, the student was generally ready for his solo flight. Upon graduation, trainees became active glider pilots and received a certificate from the Ministry of Transport. 50X1

what qualifications were needed for graduation.

14. The Lunak, an acrobatic-type Czechoslovak glider, was used in the special advanced pilot course. All the gliders were painted yellow and had the letters  followed by numerals painted in black on the sides of the fuselage and on the top and under side of the wings. 50X1

15. Glider contests were held annually. The last one  was held at Medlanky, near Brno, in 1952. Contests were based on gliding techniques, duration of flight, and gliding speed. Contests for model building and flying were also staged. The last contest  was held at Olomouc-Nove Sady 50X1  
4934N-1716E.

16. The Doslet aircraft used for pilot training were painted either gray or green and had the letters  followed by three other letters painted in black on the sides of the fuselages and the top and under sides of the wings. The letters which followed the basic "OK" generally specified the type of aircraft, for example: 50X1

a.  - All aircraft with the first letter  were Bucker C-104 aircraft. The remaining letters further identified the various types of Bucker C-104's. 50X1

b.  those aircraft with the first letters  were Sokol's. 50X1

c.  - those aircraft with the first letter  were Bucker C-106's. 50X1

The rudders of these aircraft had the Czechoslovak blue, white, and red insignia painted on them similar to the gliders. Encl. A.7

17.  no knowledge of the number of aero-club members inducted annually into the CAF. Aero-club training did not have any bearing on the service into which members were inducted. Aero-club members of draft age were inducted into the Army as well as the Air Force.  conversations among the Doslet members that club members of draft age with flying experience and suitable for further pilot training would be inducted into the Air Force within the near future. 50X1

18. The military forces took over control of the Doslet during the reorganization of Doslet in 1952. At that time, the flying activity of the Aero-club was halted for the entire

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50X1 [ ] The club was in a complete state of confusion and disorganization. Although all flying activity was to be halted, some units of the club kept flying. The military forces and civilians of the aero-club were poorly organized. The civilians did not like being under the control of the military and the relationship between the civilians and the military was poor. At the Doslet chapter of Prague-Ruzyne Airfield, only 10 power pilots and glider pilots were trained during the two years preceding [ ]

- 50X1 19. [ ] no details on the expansion of the primary circles under the Doslet but it would depend largely on how the Army and Air Force utilized the club during expansion and reorganization under the new name Svazarm. A great interest and desire was shown by the people to join the various clubs of the Svazarm which would indicate that a great expansion program could take place in 1953. [ ] no further information.

Enclosure: 50X1

- 50X1 A. [ ] Sketch of Glider Markings

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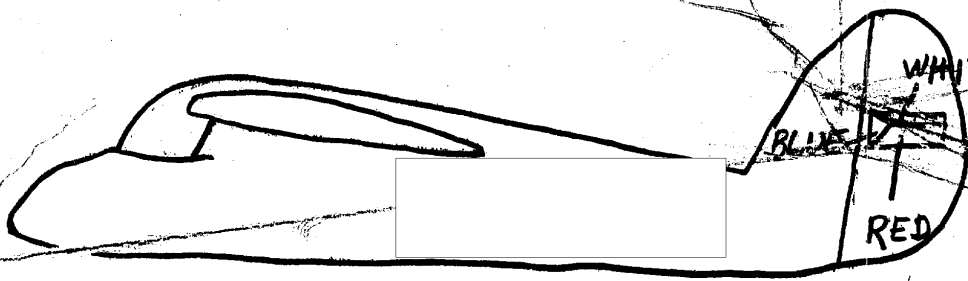
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Enclosure A



Sketch of Glider Markings

Glider



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